

V. Purpose and Need, Goals and Objectives, and Evaluation Criteria

The information on existing and future transportation and land use conditions was used to establish a Purpose and Need statement and a set of corridor goals, objectives, and evaluation criteria that will be used to guide future management actions regarding the corridor.

Purpose and Need

The purpose of the SH-39 and US-26 transportation corridors is to provide transportation facilities for a broad range of current and future travel demands. Examples of these demands include serving the needs of travelers who use the corridors for both regional and long-distance through-travel; serving the needs of residents and communities along and near the corridor that rely on the corridor for commuting, conducting community service activities, and carrying out the other routine activities of daily life and work; and serving the significant amount of truck traffic generated by the local agricultural industry. It is intended that the corridors should accommodate many modes of travel; both motorized and non-motorized, and that these transportation facilities and services should be provided in as efficient, economical, safe, equitable, and environmentally-conserving a manner as can reasonably be achieved through adherence to accepted standards, requirements of the law, and cooperation with elected officials, the public, and other agencies.

The purpose of the corridor plan is to determine existing and future needs, identify and analyze alternate management practices and project improvements, and to adopt recommended management strategies and improvements for all transportation modes in order to address the identified existing and future transportation needs that are forecasted to develop in the next 20-year time period.

Statement of Need

The need for the corridor plan is based on the expected growth within the study area, and the requirement to plan for its orderly accommodation in all modes of transportation. The highest annual average daily traffic (AADT) volumes occur near Blackfoot, with between 8,000 and 10,000 vehicles per day (vpd) along SH-39 and over 16,000 vpd along US-26. For the remainder of the north corridor area and in the south corridor area, volumes are generally in the range of 2,000 – 6,000 vpd. Because of the large component of agricultural traffic carried on SH-39 during the peak harvest season in September and October, there is significant seasonal variation in average daily traffic volumes at certain

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locations, particularly to the south of Rockford and in the south corridor area, where harvest season volumes are 40 – 50% higher than those in the winter months of January and February.

Future traffic growth rates along US-26 were estimated to be as high as 50%, with volumes remaining the highest near Blackfoot (15,000 – 17,500 vpd). Along SH-39 in the north corridor area, growth rates generally range between 30% - 50%. To the south of Rockford, future AADTs remain below 5,000 vpd, while between Rockford and Blackfoot, future volumes range from roughly 5,500 vpd to nearly 11,500 vpd. Traffic growth rates along SH-39 within the south corridor area are relatively low, with less than 6,000 vpd for all segments except Idaho St. – Lamb-Weston Rd.

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The goals describe, in broad terms, desired outcomes to be achieved in implementing the corridor plan. For each goal, there are related objectives which define more specifically how the goals are to be accomplished.

Evaluation criteria related to the goals and objectives were also established for use in screening the management strategy and improvement options to be developed. The criteria provide a means for estimating how well a particular option will do in meeting the goals and objectives relative to other options. Not all of the criteria are relevant for each option, however; for example, a roadway improvement designed to increase the LOS may not be directly related to an access management objective.

GOAL I. MAINTAIN MOBILITY

Objective 1. Minimize congestion and travel delay.

Evaluation Criteria 1. LOS

Evaluation Criteria 2. Travel time or vehicle hours of travel (VHT).

Evaluation Criteria 3. Reduction in number of roadway segments and locations with traffic operations needs.

Objective 2. Facilitate freight movement through the design of facility improvements, highway access, and adjacent land uses.

Objective 3. Provide convenient linkages between transportation modes.

Objective 4. Maximize connectivity and directness of travel.

Objective 5. Maintain travel reliability.

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- Objective 6. Consider impacts to the transportation system when reviewing land use plan amendments, rezones, and development proposals.

GOAL II. ENHANCE SAFETY

- Objective 1. Design corridor transportation facilities to serve anticipated function and intended uses.
- Objective 2. Enhance safety by prioritizing and mitigating existing or potential high accident locations within the corridor areas.

- Evaluation Criteria 1. Reduction in number of documented and potential high accident segments and locations.

- Objective 3. Work toward achieving and maintaining the current access management standards for SH-39 and US-26, consistent with ITD requirements, to reduce conflicts between vehicles and trucks and between vehicles, bicycles, and pedestrians.

- Evaluation Criteria 1. Reduction in public and private access points.

- Objective 4. Minimize conflicts between slow-moving farm vehicles and equipment through the design of facility improvements and highway access.
- Objective 5. Provide (by developer) safe vehicular and pedestrian access to and from new development and SH-39 and US-26.

GOAL III. ENHANCE LIVABILITY

- Objective 1. Protect and enhance the natural environment by avoiding or minimizing potential adverse impacts associated with transportation system development.

- Evaluation Criteria 1. Number of acres of wetlands or wildlife habitat disturbed or lost.

- Evaluation Criteria 2. Adverse impacts on water quality and aquatic habitat.

- Objective 2. Avoid or minimize land use displacements associated with transportation system development.

- Evaluation Criteria 1. Number of potential displaced/encroached upon parcels by land use type.

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Objective 3. Avoid or minimize impacts to historic, cultural, and institutional resources associated with transportation system development.

Evaluation Criteria 1. Number of potential impacted parcels by type (direct/indirect) and degree of impact.

Objective 4. Avoid or minimize right-of-way needs associated with transportation system development.

Evaluation Criteria 1. Right-of-way needs by land use type.

Objective 5. Promote transportation choices through the development of safe, attractive, and accessible pedestrian ways, bicycle ways, and multi-use pathways according to ITD requirements.

GOAL IV. MINIMIZE COST

Objective 1. Minimize capital cost of transportation facilities, including preservation of rights-of-way prior to project development.

Evaluation Criteria 1. Estimated capital cost

Objective 2. Minimize transportation system user cost.

Evaluation Criteria 1. Travel time or vehicle hours of travel (VHT)

GOAL V. DISTRIBUTE BENEFITS AND IMPACTS EQUITABLY

Objective 1. Develop transportation facilities which are accessible to all members of the community. In particular, construct facilities to meet the requirements of the Americans with Disabilities Act.

Objective 2. Avoid, minimize, or mitigate disproportionately high and adverse effects of transportation system development on minority populations and low-income populations.